getting more popular at this moment is not manufactured in our country. Sir, basically, all this will be considered in the formulation of the policy. The Technology Mission on Cotton is a totally different aspect, which was formed in 1999 and it has been very successful in our country. I would like to state here that during the year 2000-01, the area under cultivation of cotton was 85.8 lakh hectares and the production was 238 crore kilograms of cotton. But now, in 2008-09, the area under cultivation of cotton is 93.7 lakh hectares, which is a very marginal increase in the area under cultivation. But if you look at the production of cotton, it is 493 crore kgs of cotton. This very clearly shows that the Technology Mission of Cotton has been a huge success in our country where the area under cultivation has marginally increased while production has doubled.

SHRI GIREESH KUMAR SANGHI. Sir, the hon. Minister has mentioned in page 2 of his reply that the raw cotton production in our country in 2007-08 was 5355 million kg while it was 4930 million kg in 2008-09. He has just now said in his reply that because of better technology production has gone up vis-a-vis the acreage. I think, what has been mentioned here in the statement and what he has said just now are contradictory.

SHRI DAYANIDHI MARAN : Sir, the hon. Member must have a look at the letter 'P' besides '2008-09', which means provisional. I am giving you provisional figures. It was a provisional figure, Sir.

श्री बृजभूषण तिवारी : सभापति महोदय, यह जो संकट है, कपड़ा उद्योग उससे ज्यादा प्रभावित हुआ है। मै माननीय मंत्री जी से यह पूछना चाहता हूं कि हमारे देश के अंदर फाइबर का जो उत्पादन है, वह कितना है? क्योंकि तमाम सरकारी क्षेत्र की जो Spinning Mills हैं, वे चारों तरफ बंद पड़ी है। देश के अंदर धागों का जितना उत्पादन होता है, क्या वह हमारे इस उद्योग के लिए पर्याप्त है?

SHRI DAYANIDHI MARAN: Sir, I don't know whether the Member is asking for the fibre, but, I have details regarding the production of cotton in our country. Sir, as I said, the provisional figures, for this year, for cotton is 493 crore kg. The consumption in our country is 391 crore kg. We are producing more than we really consume. In fact, we are exporting 119 core kg. of cotton out of our country.

Four-laning of NH-24 from Delhi to Lucknow

*164. SHRI KAMAL AKHTAR:††
SHRI NAND KISHORE YADAV:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the progress of the four-laning of NH-24 from Delhi to Lucknow via Rampur, Moradabad, Bareilly etc.;

(b) by when the proposed work is likely to be completed and the reasons for the slow pace of progress of the work on this important National Highway;

(c) whether widening of the bridge/construction of a new bridge on river Ganga at Brijghat (Garh Mukteshwar) is also proposed under this project; and

††The question was actually asked on the floor of the House by Shri Kamal Akhtar.

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): (a) and (b) Delhi to Hapur is already 4 laned. The work of four laning from Hapur to Moradabad and Sitapur to Lucknow is in progress. Details regarding present status, likely date of completion and reasons for delay are given in the statement which is laid on the table of the House along with the reply to parts (c) and (d) of the question (see below).

(c) and (d) Yes, Sir. The construction of new two lane bridge by the side of existing bridge on river Ganga at Brijghat (Garhmukteshwar) is in progress. The work of foundation and sub-structure has been completed and superstructure is in progress.

Statement

Four-laning of NH-24 from Delhi to Lucknow

Sl. No.	Section	Present Progress (upto June, 2009)	Likely date of completion	Reasons for Delay
(i)	Hapur to Garhmukteshwar	39.03%	December, 2010	Mainly due to delays in acquisition of land and forest clearances.
(ii)	Garhmukteshwar to Moradabad	91.24%	August, 2009	Delays are mainly due to slow pace of acquisition of land and obtaining forest and wildlife clearance.
(iii)	Moradabad - Bareilly - Sitapur	There are two projects for four laning of existing stretch namely Moradabad to Bareilly (Length=112 km) and Bareilly to Sitapur (Length=152 km) under NHDP Phase III on BOT (Toll). The DPR of the projects have been finalized. Bids have already been floated on BOT (Toll) to be received on 17.08.2009.	Since the award for the project has not yet been finalized, it is too early to indicate the proposed date of completion at this stage.	-
(iv)	Sitapur to Lucknow	30%	June, 2010	Delay in acquisition of land, forest clearances and removal of encroachments.

श्री कमाल अख्तर : थैंक यू, सर। माननीय मंत्री जी ने अपने जवाब में कहा है और यह सच भी है कि एनएच-24 इतना महत्वपूर्ण मार्ग है जो देश की राजधानी को सबसे बड़े प्रदेश उत्तर प्रदेश से जोड़ता है। मंत्री जी ने अपने जवाब में बताया है कि हापुड़ से दिल्ली तक, पिछले चार सालों से इस रोड़ का जो निर्माण हो रहा है, वह अभी 39.3 परसेंट हुआ है। इसके विलम्ब के जो मुख्य कारण उन्होंने बताये है, वे भूमि अधिग्रहण और वन स्वीकृति के संबंध में बताये है। मैं माननीय मंत्री जी से यह जानना चाहता हूं कि क्या उन्होंने भूमि अधिग्रहण और वन स्वीकृति के कार्य पूर्ण कर लिये हैं ताकि 2010 तक का जो समय आपने दिया है, ये काम पूर्ण कर लिये जाएं?

श्री कमल नाथ : सर, इस पर अभी तक कार्यवाही हो रही है और हमारा प्रयास है कि इसमें हमने जो लक्ष्य सेट किया है, जो टारगेट सेट किया है, वह पूरा किया जाएगा।

श्री सभापति : दूसरा सवाल।

श्री कमाल अख्तर : मैं माननीय मंत्री जी से यह जानना चाहता हूं कि एनएच-24 का दिल्ली से हापुड़ तक का निर्माण बहुत पहले हो चुका है, लेकिन जब तक हम लोग गाजीपुर मोड़ से चलते हैं और डासना तक पहुंचते है, वह अभी Two Lane है, मैं आपसे जानना चाहता हूं कि क्या इसे जल्दी Four Lane करने का कोई प्रस्ताव है? अगर है तो यह कब तक पूर्ण होगा?

श्री कमल नाथ : सर, मै माननीय सदस्य को इसकी जानकारी दे दूंगा।

श्री नन्द किशोर यादव : सर, एन.एच.-19 उत्तर प्रदेश के गाजीपुर से बलिया होते हुए बिहार के हाजीपुर तक जाता है। महोदय, इस राजमार्ग के अपग्रेडेशन का कार्य पिछले कई सालों से चल रहा है। गाजीपुर से बलिया तक का अपग्रेडेशन हो गया है, लेकन बलिया से लेकर मांझी घाट तक का जो मार्ग है, वह इस समय लिक रोड़ के रूप में हो गया है। इस पर यातायात भी बहुत चलता है और इस पर यातायात का दबाव भी है। मैं माननीय मंत्री जी से पूछना चाहता हूं कि बलिया से लेकर मांझी घाट तक के अपग्रेडेशन का कार्य कब तक पूरा हो जाएगा? इस राजमार्ग पर यातायात का जो दबाव है, उसे देखते हुए क्या इसे चार लेन के बनाने की कोई योजना माननीय मंत्री जी के पास विचाराधीन है?

श्री कमल नाथ : सर, यह प्रश्न दूसरी सड़क का है, लेकिन माननीय सदस्य ने जो जानकारी मांगी है और उन्होंने जो सुझाव दिया है कि इसको कार्य योजना में लिया जाए, इस पर मैं विचार करूंगा।

SHRI RAVI SHANKAR PRASAD: Mr. Minister, your immediate past in the Department is quite troubled, I understand, which you cannot own or disown. But, this Delhi-Lucknow is a part of NHDP Phase-I, or part of NHDP Phase-II. My very simple question is: What is the formal outer limit of complete completion of NHDP Phase-I and what is the outer limit of entire completion of NHDP Phase-II? Please be honest and candid.

MR. CHAIRMAN: That is not necessary!

SHRI KAMAL NATH: Sir, every answer of mine is honest and candid; it is not particularly for Mr. Ravi Shankar Prasad. I cannot stretch these limits exclusively for him. But, we are in the process of completion as far as NHDP Phase-I is concerned. 99 per cent of the Golden Quadrangle Project will be completed by the end of this year. Phase-II is completed to the extent; that out of 6,600 kms.; 3,192 kms. has been completed; the length under implementation is 2,703 kms. Sir, basically the point I made earlier in reply to a question is that we are looking at a process of expediting this, which

is the concern of all Members. It is too early for me to say what will take in and what will be able to take in; because, there are many dimensions to this – dimensions of looking at what needs to be re-engineered, what needs to be re-bid. Mere land acquisition is a problem and is going to take longer than the other areas. Prioritisation has to be done based on various things.

SHRI RAVI SHANKAR PRASAD: Please mention some target.

SHRI KAMAL NATH: Once we have these plans, I will let the hon. Member know the target. But, for me to commit a target at this point of time, when we are in the process of recasting this, would be very difficult.

SHRI SANTOSH BAGRODIA: Sir, I compliment the hon. Minister for trying to make the national highways in a much larger way, much bigger way; the targets are bigger. But, are we making them absolutely safe? What safety precautions you are taking? Are they matching the international standards? Because, we find that most of the highways are highways, but the kind of speed with which we want to travel, we are not getting that. I would like to know whether the internationally accepted standards are fixed for the safety and whether they are on the same levels or not.

SHRI KAMAL NATH: Sir, hon. Member has raised very valid points – one thing is building highways and another thing is building safe highways. The safety component is being built into this. Our record of road safety compared to the world standards is not the best. We are looking at building in safety features. We have various committees in this. We will be ensuring that the level of safety on our highways in projects to be implemented in future are built in and are safe highways.

श्री मोहम्मद अली खान : सदर-ए-मोहतरम, मैं आपके द्वारा मंत्री जी से जानना चाहता था कि National Highway No. 9 & 7 की progress क्या है और वह कब तक complete होगा?

جناب محمد علی خان : صدر محترم، میں آپ کے دوارا منتری جی سے جاننا چاہتا تھا کہ نیشنل ہائی وے نمبر 9 اور 7 کی پروگریس کیا ہے اور وہ کب تک کمپلیٹ ہوگا؟

श्री कमल नाथ : सर, यह प्रश्न National Highway No.24 से संबंधित है। National Highway No. 7 & 9 की जानकारी मेरे पास अभी नहीं है, वह जानकारी मैं माननीय सदस्य को भिजवा दूंगा।

श्री सभापति : आपको इस सवाल पर कुछ पूछना है?

श्री मोहम्मद अली खान : जी, नहीं।

جناب محمد علی خان : جی نہیں۔

श्री सभापति : Thank you.

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†[Transliteration in Urdu Script]